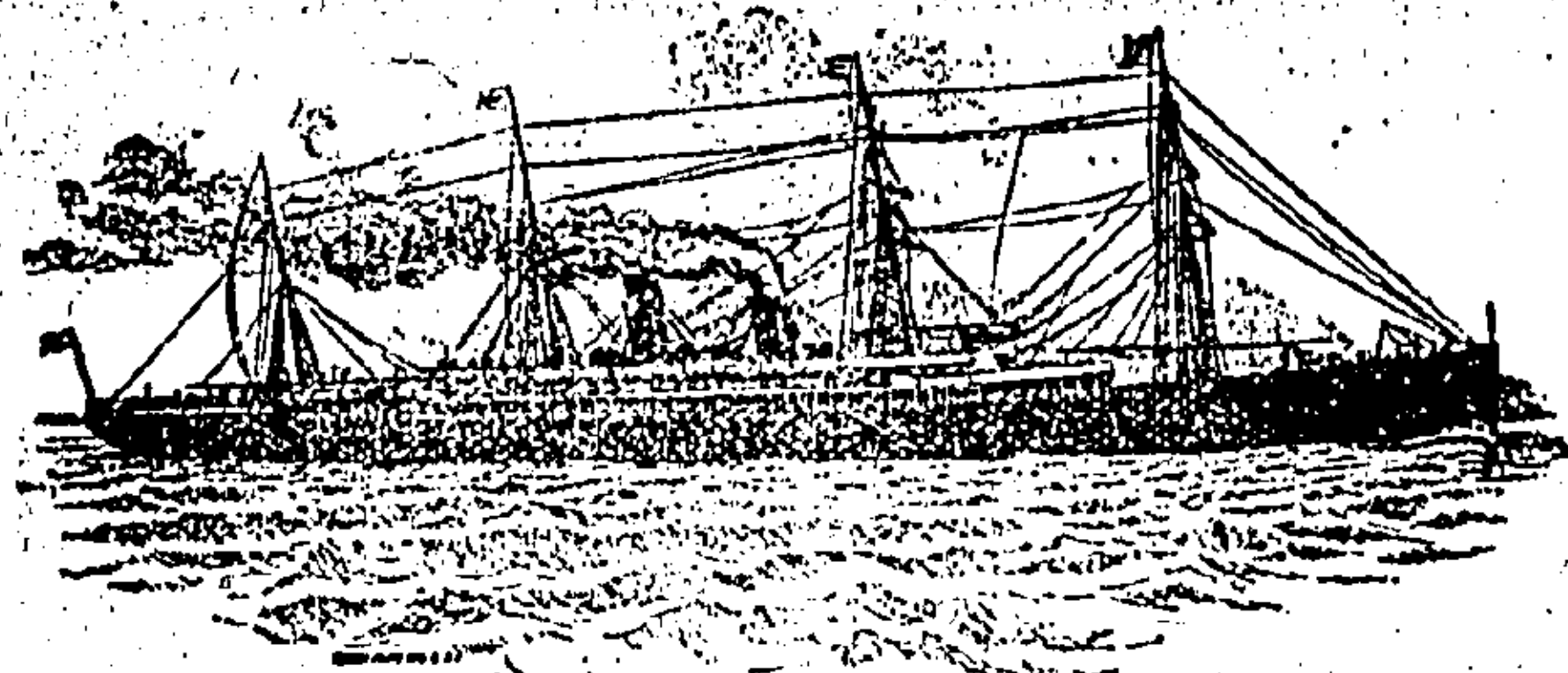


Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"CHINA"	5,060 Gross Tons	FRIDAY, 6th November, at Noon.
"DOKIO"	4,784 "	SATURDAY, 14th November, at Noon.
"NIPPON MARU"	6,307 "	TUESDAY, 24th November, at Noon.
"SIBERIA"	11,284 "	WEDNESDAY, 2nd December, at Noon.
"COPTIC"	4,352 "	WEDNESDAY, 9th December, at Noon.
"AMERICA MARU"	6,307 "	FRIDAY, 18th December, at Noon.
"KOREA"	11,276 "	SATURDAY, 26th December, at Noon.
"GAELIC"	4,205 "	SATURDAY, 2nd January, 1904, at Noon.
"HONGKONG MARU"	6,307 "	SATURDAY, 9th January, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th, 1902, 10 days, 15 hours.

THE P. M. Company's Steamship "CHINA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on FRIDAY, the 6th November, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

FEATURES OF THIS LINE.

Southern Route; passengers enjoy out-door deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

J. STUART THOMSON, Acting Agent.

Hongkong, 31st October, 1903.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "ATHENIAN"	3,882 Tons	WEDNESDAY, 4th November.
"EMPRESS OF INDIA"	6,000 "	WEDNESDAY, 18th November.
"EMPRESS OF JAPAN"	6,000 "	WEDNESDAY, 16th December.
"EMPRESS OF CHINA"	6,000 "	WEDNESDAY, 13th January, 1904.
"ATHENIAN"	3,882 "	WEDNESDAY, 27th January.
"EMPRESS OF INDIA"	6,000 "	WEDNESDAY, 10th February.
"TARTAR"	4,425 "	WEDNESDAY, 24th February.
"EMPRESS OF JAPAN"	6,000 "	WEDNESDAY, 9th March.
"EMPRESS OF CHINA"	6,000 "	WEDNESDAY, 30th March.
"EMPRESS OF INDIA"	6,000 "	WEDNESDAY, 20th April.
"ATHENIAN"	3,882 "	WEDNESDAY, 27th April.
"EMPRESS OF JAPAN"	6,000 "	WEDNESDAY, 11th May.

THE magnificent "EMPRESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Government.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

Hongkong, 1st September, 1903.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS	HAVRE and HAMBURG.	SAILING DATES.
SAXONIA	(Calling at SINGAPORE and PENANG).	3rd Nov.
CANADIA	ANTWERP and HAMBURG.	14th Nov.
WAGNER	(Calling at SINGAPORE and COLOMBO).	21st Nov.
MARBURG	HAVRE, BREMEN and HAMBURG.	21st Nov.
STERN	(Calling at SINGAPORE and COLOMBO).	1st Dec.
SUEVIA	HAVRE and HAMBURG.	1st Dec.
BOCK	(Calling at SINGAPORE and PENANG).	15th Dec.
ARAGONIA	HAVRE and HAMBURG.	15th Dec.
PORT	(Calling at SINGAPORE and HAMBURG).	20th Dec.
NURNBERG	HAVRE, BREMEN and PENANG.	20th Dec.
JABURG	(Calling at SINGAPORE and HAMBURG).	5th January, 1904.
AMBRIA	HAVRE and HAMBURG.	5th January, 1904.
Duckstein	(Calling at SINGAPORE and COLOMBO).	

For further Particulars, apply to

HAMBURG-AMERIKA LINIE.

Hongkong Office.

No. 1, Queen's Buildings.

Hongkong, 31st October, 1903.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM"	2,363 tons	Captain H. D. Jones.
"PUWAN"	2,338 "	" G. F. Morrison, R.N.R.
"FATSIU"	2,250 "	" C. V. J. D.
"HANSU"	3,073 "	" J. J. Lousius.
"KINSHAN"	3,060 "	" J. J. Lousius.

Departures from HONGKONG to CANTON daily at about 7 A.M. and to A.M. (Sunday excepted), and at about 6 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily (Sunday excepted) at about 8 A.M., 2 P.M. and 5.30 P.M.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SE-VICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN"	1,998 tons	Captain W. E. Clarke.
Departures from Hongkong to Macao daily at 2 P.M. (Sunday excepted).		
Do. from Macao to Hongkong daily at 8 A.M. (Sunday excepted).		

CANTON-MACAO LINE.

S.S. "LUNGSHAN"	2,100 tons	Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.		

JOINT SERVICE OF THE H.K. & C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM"	588 tons	Captain B. Branch.
"NANNING"	563 "	" C. Buchart.
"FAK HING"	618 "	" K. D. Thomas.

Departures from Canton and Wuchow about five times every week. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 31st October, 1903.

Intimations.

PORTRAITS, GROUP, ENLARGING, AND
COPYING IN ALL SIZES.AMATEUR WORK GIVEN SPECIAL
ATTENTION.FULL LINE OF SUPPLIES
ALWAYS IN STOCK.

ORIENTAL

COSTUMES AND

FANCY DRAPERIES

FURNISHED.

WORK GUARANTEED TO BE

THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.

964c] PATRONAGE RESPECTFULLY SOLICITED.

THE MUTUAL STORES,

GENERAL STOREKEEPERS,

WINE AND SPIRIT MERCHANTS.

25, Des Vœux Road Central, Hongkong,

and
Shakee Street, Canton.

SOLE AGENTS FOR

"KIRIN" LAGER BEER.

PARKMORE GLENLIVET WHISKY.

Largest Importers in the Colony of

HEINZ FAMOUS PICKLES & PRESERVES.

FRESH AUSTRALIAN BUTTER.

Hongkong, 22nd September, 1903.

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

THE CONNAUGHT HOUSE,

QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL

OFFICES. EXCELLENT CUISINE AND WINE.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.

Hot and Cold Water throughout. Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply to

THE MANAGER.

Hongkong, 1st November, 1902.

INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that

the undersigned, being Sole Agents for

DR. AUER VON WELSBACH CO.,

VIENNA,

THE INVENTORS OF INCANDESCENT

GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES.

The Price of which has been reduced to

FIFTY CENTS PER PIECE.

BEWARE OF INFERIOR IMITATIONS.

KRUSE & CO.

CONNAUGHT HOUSE.

954c]

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK

Length inside, 514 ft. Width of
entrance, top 95 ft., bottom 75 ft.
Water on blocks, 27.5 ft. Time to
pump out, 4 hours.

No. 2 DOCK

Length inside, 376 ft. Width of
entrance, top 60.5 ft., bottom 45.8
ft. Water on blocks, 26.5 ft. Time
to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of
Captains and Engineers is respectfully called to the advantages offered for Dock-
ing and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work,
and a large stock of material is always at hand, (plates and angles all being tested by
Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of
Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable
of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge
Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be
guaranteed.

The cost of Docking and repair work will be found to compare favourably with that
of any port in the world.

Telephone: Works, No. 506; General, No. 370.

Telegram: "Dock, Yokohama," Codes A. I. and A. B. O. (4th).

Yokohama, May 11th, 1903.

[573c]

GO TO THE

KOWLOON HOTEL,

FRANK F. JEWELL,

Manager.

KOWLOON.

J. W. OSBORNE,

Proprietor.

HONGKONG JOCKEY CLUB

NOTICE

THE HALF-YEARLY GENERAL
MEETING of MEMBERS of the
above Club will be held in the CITY HALL,
on MONDAY, 26th NOVEMBER, at 4 P.M.
By Order,

T. F. HOUGH,

Clerk of the Course,
Hongkong, 26th October, 1903. [1255c]

DEUTSCHE WEINGESSELLSCHAFT

DUHR & CO., COELN.

STOCK ON HAND OF

HRBLEICHART, a red Ahr Wine at \$18.50

GRAACHER, Moselle, " " at \$16.50

LAUBENHEIMER, Hock, " " at \$15.00

All per Case of 24 Quarts.

Price Reductions for Larger Orders.

GROSSMANN & CO.

Hongkong, 26th October, 1903. [1255c]

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THE CHINA & JAPAN TELEPHONE

AND ELECTRIC COMPANY,
LIMITED.

HONGKONG EXCHANGE

OPEN DAY AND NIGHT.

SUBSCRIPTIONS

EXCHANGE LINES, \$100 Per Annum

PRIVATE L

RUBBER AS SHADE FOR COFFEE

RUBBER GROWING IN ASSAM.

An interesting account of the growing of rubber trees in Assam has been published by Mr. P. Copeland, Deputy Conservator of Forests, Darang Division. The rubber tree in these days of high prices for India rubber. The tree in question does not produce so valuable a latex as the *Hevea Castilleja*, but for all that its cultivation is found to be profitable, and it is questionable whether planters in Southern India could not turn to profit the many varieties of *Ficus* which grow on their estates.

The *Ficus elastica*, in its natural state, starts in the forks of other trees, often 30 feet and more from the ground, and the young plant remains for years an epiphyte, until its aerial roots touch the ground. The methods of germination in vogue in Assam are the same as those practised by planters on Mysore and Coorg with the *Ficus glomerata*, *Indica*, *Myrsina*, etc., which they grow as shade trees for coffee. The seedlings remain for two years in nurseries in Assam and then they are planted out in the forest on mounds four feet high and then staked. In artificial planting the *Ficus elastica* is found to grow best when treated thus. It can, however, be propagated also from cuttings, if ripe young branches or shoots are used, but the trees so raised do not appear to throw out aerial roots to the same extent, and from its aerial system will the future yield of rubber be eventually extracted.

In Assam the *Ficus elastica* is found to grow well anywhere the atmosphere is damp. The best natural rubber trees are met with in the forests at the foot of the hills, or on the hills themselves up to an elevation of 2,500 feet. Artificially-planted trees thrive equally well, on high land or low land, in forest land or grass land, so long as they are planted on a mound, and their roots and the plants are still young are not exposed to the sun. It will thus be seen that the *Ficus elastica* is very similar in its habits and predilections to the various kinds of *Ficus* which are so popular among coffee planters.—*Madras Mail*.

Consignees.

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"CHINA,"
The above Steamship having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

J. STUART THOMSON,
Acting Agent.
Hongkong, 26th October, 1903. [1202]

FROM HAMBURG, PENANG AND SINGAPORE.
THE H.A.L. Steamship

"SUEVIA,"
Captain Borch, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.
Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd November will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd November at 3 P.M.

No Fire Insurance has been effected.
HAMBURG-AMERIKA LINE,
Hongkong Office.
Hongkong, 28th October, 1903. [1302]

IMPERIAL GERMAN MAIL LINE.
NORDDEUTSCHER HAMBURG-AMERIKA LLOYD.

NOTICE TO CONSIGNEES.

THE Steamship

"HAMBURG,"
of the HAMBURG-AMERIKA LINE, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 11 A.M., TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th November, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on THURSDAY, the 5th November, at 9.30 A.M.

All Claims for damage must be sent in before the 9th November, or they will not be recognized. No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.
NORDDEUTSCHER LLOYD.
MELCHERS & CO.,
Agents.
Hongkong, 29th October, 1903. [1633]

BRITISH-INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM RANGOON AND STRAITS.
THE Company's Steamship

"JELUNGA,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after NOON, TO-MORROW, the 31st instant, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by the Undersigned.
JARDINE, MATHESON & CO.,
Agents.
Hongkong, 30th October, 1903. [1190]

Auction.

PUBLIC AUCTION.

IN BANKRUPTCY.
By THE TACK-LEE FIRM,
By ORDER OF THE OFFICIAL RECEIVER
AND TRUSTEE.

THE Undersigned have received instructions to Sell by PUBLIC AUCTION,
on

MONDAY, the 2nd November, 1903,
at 3 P.M.,
At LAI ON'S GODOWN, No. 956, West Point,
THE FOLLOWING QUANTITY OF
ASSORTED MATTINGS,

Comprising—
462 Rolls 70 to 75 lbs. weight per roll, 40 yds.
long by 1 yd. wide, Cheung
Kai Coloured Matting.

83 Rolls 20 yds. long by 4 yd. wide, Pin Fa
Matting.

126 Rolls 35 yds. long by 1 yd. wide, Pin Fa
Matting.

23 Rolls 40 yds. long by 14 yd. wide, Ngan
Ko Coloured Matting.

10 Rolls 40 yds. long by 14 yd. wide, Hop
Fa Coloured Matting.

2 Rolls 40 yds. long by 14 yd. wide, Cheung
Kai Coloured Matting.

20 Rolls 40 yds. long by 14 yd. wide, Cheung
Kai Coloured Matting (superior quality).

8 Rolls 40 yds. long by 1 yd. wide, Cheung
Kai Coloured Matting.

28 Rolls 40 yds. long by 1 yd. wide, Cheung
Kai Coloured Matting.

27 Rolls 40 yds. long by 3 yd. wide, Cheung
Kai Coloured Matting.

137 Rolls 40 yds. long by 4 yd. wide, Tang
Cheung Matting.

30 Rolls 40 yds. long by 4 yd. wide, Cheung
Kai Matting (superior quality).

956 Rolls.
TERMS:—As usual.
HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 24th October, 1903. [1296]

Masonic.

ZETLAND LODGE.

No. 525, E.C.

A REGULAR MEETING OF ZETLAND
LODGE will be held at the FREE-
MASON'S HALL, Zetland Street, on MONDAY,
the 2nd November, at 8.30 p.m. precisely.
Visiting Brethren are cordially invited to attend.
Hongkong, 30th October, 1903. [1309]

Insurance.

NORTH GERMAN FIRE INSURANCE
COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above
Company are prepared to accept first
class FOREIGN and CHINESE RISKS at
CURRENT RATES.

SIEMSEN & CO.,
Hongkong, 29th May 1901. [131]

Intimations.

PURE

DELICIOUS

REFRESHING

may now be had in Cases of

4 Doz. Quarts at \$15.00.

MACEWEN, FRICKEL & CO.,

3, DUDDELL STREET.

1st September, 1903. [1650]

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S

KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best, "THREE YEARS" guarantee given to every purchaser.

40, QUEEN'S ROAD, Watson's Building.

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS

AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG,

SOAP MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAUJEN'S GENUINE

COMPOSITION RED HAND

BRAND, HARTMANN'S GREY PAINT,

DAIMLER'S PATENT MOTOR

LAUNCHES, &c. &c. &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

and

P. & O. SPECIAL LIQUOR SCOTCH

WHISKY, &c.

EVERY KIND OF

SHIP'S STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

HONGKONG, 14th May, 1903. [13]

MEE CHEUNG,

PHOTOGRAPHER,

TOP FLOOR OF "HONG KONG" IN

"HONG KONG" IN

[15 now in a position in his New and Com-

modious Premises, to take as before-

ALL PHOTOGRAPHIC ART PRACTISED

in the Colony or in any part of the Far East.

GROUPS AND VIEWS

a speciality.

Hongkong, 22nd September, 1903. [111]

Intimations.

IT IS DIFFERENT NOW.
Once upon a time students of medicine held the notion that there were as many different diseases as the body has organs and parts, every one of these ailments requiring a different treatment. So stupid a mistake could lead only to miserable failures. For the fact is, the body is a single machine; and what concerns one part of it concerns, more or less closely, all the rest. Thus we see how it happens that one remedy, or mode of treatment, may relieve and cure a variety of complaints,—or, what may appear like a variety, but are really various forms or out-comings of the same cause. Take, for example, Anemia, Scrofula, Poverty of Blood, General Debility, Influenza, Throat and Lung Diseases, etc.—a formidable array, indeed they look to be; yet

WAMPOLE'S PREPARATION quickly abates the worst of such cases, and absolutely cures many which have been abandoned as hopeless. The reasons are: its power over the digestive and assimilating process, its action in expelling impurities from the blood, and its consequent ability to vitalize and rebuild the whole structure. It is palatable as honey and contains the nutritive and curative properties of Pure Cod Liver Oil, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. It was not dreamed out, or discovered by accident; it was studied out, on the solid principles of applied medical science. It is precisely what it is said to be, and has won the confidence of the public on that basis. You may resort to it with a faith and hope that arise from the history of what it has done for others. Dr. Thos. Hunt Stucky says: "The continued use of it in my practice, convinces me that it is the most palatable, least nauseating, and best preparation now on the market. Every dose effective. 'You' cannot be disappointed in it." Sold by chemists here and throughout the world and A. S. Watson & Co. Limited.

THE ROBINSON PIANO Co., LTD.

NOTE.

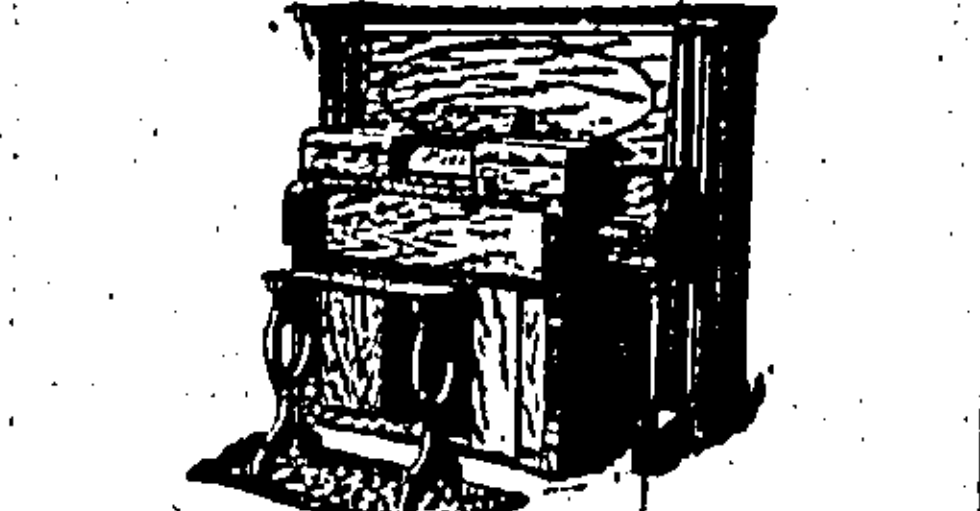
ENTIRELY
NEW STOCK
ARRIVING.

SPECIALLY AND MOST CAREFULLY
CHOSEN BY OUR
NOW IN EUROPE.

GREAT
REDUCTIONS

in our present stock of Pianos and Musical Goods.

Our NEW MUSIC STOCK has arrived.



THE APOLLO
MASTER PIANO
PLAYER

THE BEST OF ALL.

THREE VOLS:
PRICE FROM \$450 UP.

PATTI ENDORSES THE APOLLO.

Adeline Patti (Bones Cedestrom) has given another great attestation to the Apollo Piano-player. She is so delighted with the instrument that was purchased by her last year that this second attestation is even stronger than the first one. "The Apollo never has given her the slightest trouble and that the new concert grand is one of the most wonderful and perfect piano-players that she has ever seen." Hongkong, 21 October, 1903. [1156]

A CURE FOR ASTHMA!!!
GRIMALT'S

INDIAN CIGARETTES

Asthmatic people who suffer from Oppression, breathing, stifling sensations, Hoarseness, and Loss of Voice, Nervous cough, Laryngitis, Colds, with Whooping Cough, Bronchitis, Emphysema, Catarrh of the Throat, and Difficulty in Expiration, are promptly relieved by these Cigarettes.

GRIMALT & CO., Paris, 14th May 1903.

GRIMALT'S
Maco Capsules

AND INJECTION

GRIMALT'S Maco Capsules and Injection are the most powerful and reliable remedies for all the chronic diseases of the throat, lungs, and chest. They are the only remedies that have not the inconvenience of producing a cough or any other unpleasant effect. They are the only remedies that are not only effective but also pleasant to take. They are the only remedies that are not only effective but also pleasant to take. They are the only remedies that are not only effective but also pleasant to take.

GRIMALT & CO., Paris, 14th May 1903.

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,
HONGKONG.

CABLE ADDRESS:—Telegraph, Hongkong.

THE leading English Newspaper in China
Also widely circulated in Japan, Ceylon,
China, Ceylon, India and the Far East
generally.

A daily newspaper with weekly edition
published for despatch by the homeward mail
The daily is recommended as more generally
suitable, except for subscribers in Europe or
America.

A special feature is made of full and accurate
reports of local occurrences, and of matters
of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best
medium for advertising in China. It circulates
largely among all classes of the community,
is the largest daily newspaper and has a
wider circulation than any journal in the Far
East.

Special attention given to effectively displaying
advertisements.

The type used as a standard for setting
advertisements is similar to this, unless we are
instructed to display the advertisement, when
any effective style of type will be adopted.
This standard runs exactly eight lines to the
inch, and about eight words to the line.

ADVERTISEMENT RATES.

(per inch.)

One week.....\$ 2.85

One month.....7.20

Two months.....13.00

Three.....20.00

Six.....37.50

Twelve.....73.00

No charge less than one dollar.

Discount allowed on—

3 Months Contracts.....5 per cent.

6.....10

12.....25

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages
\$1 each insertion in the Daily and Weekly.

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements
can be ascertained from the Manager.

Advertisements for the Daily should reach
the Hongkong Telegraph Office not later than

noon of the day they are intended to appear.

Unless otherwise specified all advertisements
will be repeated and charged for until counter-

manded.

JOBING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES.

PAMPHLETS.

CARDS.

CIRCULARS.

EXPRESSES.

All job printing is done under European
supervision, well turned out, free from errors,
and remarkably cheap at

THE HONGKONG TELEGRAPH

OFFICE.

Estimates given for all classes of work on
application to

THE MANAGER,

HONGKONG TELEGRAPH CO., LTD.

1, Ice House Road,
Hongkong.

Mails.

NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP COMPANY.)

PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

IVO MARU.....VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA.....MONDAY, 2nd Nov., at 4 P.M.

KAGOSHIMA MARU.....BOMBAY, VIA SINGAPORE and COLOMBO.....TUESDAY, 3rd Nov., at Noon.

KUMANO MARU.....NAGASAKI, KOBE and YOKO.....WEDNESDAY, 4th Nov., at Noon.

BINGO MARU.....KOBE and YOKOHAMA.....FRIDAY, 6th Nov., at Daylight.

KASUGA MARU.....SYDNEY and MELBOURNE, VIA MANILA, THURSDAY, TOWNSVILLE and BRISBANE.....FRIDAY, 6th Nov., at 4 P.M.

IDZUMI MARU.....MOJI and KOBE.....MONDAY, 9th Nov., at Noon.

KANAGAWA MARU.....MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID.....SATURDAY, 14th Nov., at Daylight.

AKI MARU.....VICTORIA, B.C., and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA.....TUESDAY, 17th Nov., at 4 P.M.

TAMBA MARU.....MOJI and/or KOBE & YOKOHAMA.....FRIDAY, 20th Nov., at Daylight.

HIROSHIMA MARU.....MOJI and/or KOBE & YOKOHAMA.....FRIDAY, 27th Nov., at Daylight.

Through Passenger Tickets issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class Through Passengers have the Option of Travelling by the Sanyo Railway. For further information as to Freight, Passage, Sailing, &c., apply at the Company's Local Branch Office in Prince's Building, 1st Floor, Chater Road.

T. S. TAKAYANAGI,

Acting Manager.

Hongkong, 31st October, 1903.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

SAIGON, SINGAPORE, BATAVIA,

COLOMBO, ADEN, EGYPT,

MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, &c.

ALSO PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 3rd November, 1903,

at 1 P.M., the Company's Steamship "YARRA," Captain Salomon, with Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via Ports of Call, WITHOUT TRANSIT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till NOON only on MONDAY, the 2nd November, Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on TUESDAY.

Parcels are not to be sent on board, they must be left at the Agency's Office. Contents and Value of Packages are required.

For further information, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 21st October, 1903. [1004]

NORTHERN PACIFIC STEAMSHIP COMPANY.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA, FOR VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamers.	Tons.	Captains.	1903-04.
Shamun.....	9,606	W. M. Smith.....	Nov. 14
Olympia.....	2,837	A. Dixon.....	Nov. 25
Tacoma.....	2,813	M. Ridley.....	Dec. 15
Victoria.....	3,5		

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

VICEROY SERIOUSLY ILL.

EUROPEAN DOCTORS SUMMONED.

(From Our Own Correspondent.)

CANTON, 31st October, 2.10 p.m.

H.E. Tsien Chun-hsuen, Viceroy of Kwangsi, and Kwangtung, has been taken seriously ill, and Dr. J. M. Swan, surgeon of the Canton Hospital, and Dr. Davenport were called to the Yamen this morning. H.E. has been ill for some time, and on more than one occasion has brought up large quantities of blood.

(Ruler's.)

Anglo-French Commercial Relations.

London, 29th October.

A large party of commercial men from London have arrived in Paris as the guests of the French commercial bodies. A banquet given in the evening, at which the French Premier and nearly all the ministers were present, was made the occasion of a fresh enthusiastic demonstration at the Anglo-French rapprochement, the speeches being of the most cordial description. The Minister of Commerce, who presided, dwelt on the efficacious manner of private initiative; he hoped that it might supplement the work of the two Governments, and that the benefits derived therefrom would be not only commercial.

LATER.

Mr. Chamberlain's Campaign.

Mr. Chamberlain's fiscal campaign is producing a marked and widespread impression.

Russia and Japan.

The London Times, in discussing the Russo-Japanese situation, remarks that despite the presence of circumstances calculated to inflame the patriotic and warlike spirit to the utmost, Japan has preserved an admirable calm, conscious of the increased power and prestige afforded her by her alliance with Great Britain. She has confronted her great rival with patience and self-possession, and she will assuredly exhaust no possibility of safe-guarding her reasonable claims by peaceful means.

ALLEGED LARCENY AT CANTON.

EUROPEAN ARRESTED.

At the Magistracy this morning, before Mr. Sercombe Smith, J. Korallus, a Customs-house officer, employed at Canton, was charged with the larceny of \$25 in notes, and \$12.12 in silver, within the jurisdiction of the German Consul at Shamien. Defendant pleaded not guilty.

P. S. 64 deposed that at 1.30 this morning he arrested the defendant on board of the s.s. *Honan* by virtue of a warrant (produced).

The Defendant: From whom did I steal the money?
His Worship: That we cannot say, as we are only acting upon a telegram received here yesterday from the German Consul at Canton, asking for your arrest.

Inspector Withers then deposed that at 8 p.m. yesterday he received the following telegram from the German Consul at Canton: "Shamien—30th inst. Inspector of Police, Hongkong, Arrest Korallus, passenger by *Honan*, leaves to-night for Hongkong. Prosecuted by me. (Sd.) German Consul."

Pending the receipt of further information from Canton, Mr. Sercombe Smith adjourned the case until 3 p.m. on Friday, 6th proximo.

PHILIPPINE RAILWAYS.

The following interesting extract referring to railroads in the Philippines, is taken from the *Evening Bulletin* of Philadelphia—

It is announced that Secretary Taft is acting in conjunction with Governor Taft in pushing forward plans for the building of six hundred miles of railroad in Luzon. One of the lines contemplated is to run from Manila to the northern end of the island. Another is to branch off from this to the eastern coast. Still a third will run from the capital of the archipelago southward to Batangas. Compared with the mileage of American railways, these lines will appear insignificant. Yet, if they should be speedily and solidly constructed, they would undoubtedly exercise a most important influence in promoting civilization, developing the natural resources of the island and facilitating the maintenance of order with a minimum number of military garrisons. Such lines might not prove immediately profitable in the ordinary sense of the term. But while their income would probably be less than their running expenses, they would be likely to yield a very real and substantial profit in opening new fields to development and in strengthening American authority. In a military sense alone, a railroad is often worth many regiments, since it enables a commanding officer to transport bodies of troops with a rapidity which is otherwise unattainable. Any practicable measure which will make it safe to reduce the number of United States soldiers in the Philippines ought to receive hearty approval.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

A VISIT TO THE HUNGHOM WORKS.

EARLY HISTORY.

It will not be denied that one of the most phenomenal developments associated with the industrial history of the Colony is the extraordinary growth of the Hongkong and Whampoa Dock Company, Limited. Commencing in October, 1866, with a capital of \$750,000 in 1,500 shares of \$500 each, the founders of the present company purchased the dock properties belonging to the late Mr. Douglas Laing and Mr. (now Sir) Thomas Sutherland, and four years later amalgamated with itself the older Union Dock Company, and increased its capital to one million dollars. In 1879 they purchased Capt. Sand's slips at West Point and, in December of the following year, took over the opposition docks at Samshui which had only been commenced a few months previous by the Cosmopolitan Dock Company. Thus the company continued to grow, and from small beginnings has now become an immense organization with works at Hunghom, Tai Kok Tsui, and Aberdeen. They own a great number of shops, six granite docks and two patent slips, while several thousands of employees are engaged in many capacities essential to the successful conduct of so vast a concern. It is practically impossible to furnish any detailed description of the work. They are so large,—over six acres in extent—so crowded with men and machinery that to pass rapidly through them leaves but a confused impression on the mind of the whirling wheels and strange processes by which new vessels come into being and old or battered ones are again made spic and span. To do justice to the premises would require many hours of careful observation, and more columns than are available in a single issue of this journal, but from a cursory inspection made the other day by a representative of the *Hongkong Telegraph*, the predominant impression left on his mind is that no pains are spared to ensure efficiency in every department of the establishment. In this age of fierce competition and strenuous, never-ceasing effort to crush to the goal of success, it is not merely the lowering of prices that is necessary to overcome opposition; but the plant and machinery must be overhauled and brought thoroughly up to date. Recognising this the management have, and are still, adopting the newest and best inventions, securing labour-saving appliances, and all the ingenious machines by which the cost of production is reduced and the uniform quality of the output secured. The company believe in modernizing their works and placing them on such a footing as to warrant their classification as second to none in the Far East. The principal establishment is at Hunghom, where, nearly forty years ago, the Union Dock Company purchased, for a nominal sum of \$50, the site which was afterwards to become the scene of so much activity. It was there that the most important repairing and docking work is carried out under the superintendence of Mr. W. Wilson, who, it may be observed, has been with the company for twenty-one years. There one can see the numerous workshops, boiler-makers' department, foundry, and stores.

THE DOCKS.

The docks at Hunghom are three in number, the No. 1, or Admiralty dock, which was built at an actual cost of \$975,000, having a length on keel blocks of 575 feet, a breadth of entrance at top of 86 feet, a breadth of entrance at bottom of 70 feet, and a depth over blocks at ordinary spring tides of 29 feet. By a recent resolution unanimously adopted by the shareholders in ordinary meeting it is about to be considerably lengthened. The No. 2 dock is 371 feet in length on keel blocks, 74 feet in breadth at entrance, and has a depth of water over sill at ordinary spring tides of 18 feet 6 inches; while the No. 3 dock is 264 feet in length on keel blocks, 49 feet 3 inches in width at the entrance, and 14 feet in depth of water over sill at ordinary spring tides. Then there are two patent slips, one being 240 feet in length on keel blocks, 60 feet in breadth at entrance, and 14 feet in depth on the blocks; and the other 220 feet long on keel blocks, 60 feet broad at entrance, at 12 feet of water on the blocks at ordinary spring tides. At Tai Kok Tsui there is one dock—the Cosmopolitan—with the following dimensions:—Length on keel blocks, 466 feet; breadth at entrance, 85 feet 6 inches; depth at water over sill at ordinary spring tides, 20 feet. The Hope dock at Aberdeen, named after Admiral Sir James Hope, formerly Commander-in-Chief of the China Station, is 430 feet in length on keel blocks, 84 feet broad at the entrance, and has a depth of water over the sill at ordinary spring tides of 23 feet; while the Lamont dock, which is also on the other side of the island, and received its name after the builder, is 333 feet long on the keel blocks, 64 feet broad at the entrance, and has 16 feet of water over the sill at ordinary spring tides.

THE HUNGHOM ESTABLISHMENT.

At Hunghom the extensive and valuable plant is of special interest not only to those of engineering and shipbuilding fraternities, but also to the uninitiated, whose limited acquaintance with the marvellous things that are being accomplished nowadays with many strange and ingenious pieces of machinery would be considerably extended by a visit to the works. Having first presented credentials, you are quickly placed under the care of a competent guide who soon introduces you to the noise and bustle of the establishment. Turning into the newly-erected engine and fitting shop, built in three bays, each 55 feet long and 250 feet wide, one is confronted by an array of the most modern and up-to-date machinery obtainable. On the right of the entrance is the office from which an uninterrupted view of the whole shop can be obtained, and close by are two dynamos for working the huge cranes which

are gliding noiselessly along far overhead and doing their work, merely on the pressing of little buttons. In front, and on either side, is other machinery, including no less than 47 ordinary lathes, from the largest to the smallest class, 11 turret lathes, milling machines, slotting machines, planing machines, machines for drilling, two for shaving, horizontal boring machines, emery machines, screwing machines. In fact, in the way of machinery, the building contains almost everything one would think of finding. The fitting work is carried on in the central bay, where between three and four hundred hands are employed, and the machine work, which keeps about two hundred men busy, is confined to the two side bays. Massive iron columns, forming the bays, support the roof and carry the three electric travelling cranes built by Niles, of America. The largest, running down the centre of the building, has a carrying capacity of 50,000 lbs., while the other two can each lift 20,000 lbs. The premises are tall and airy, exceptionally well-lighted, and without doubt one of the best-equipped workshops in the East. The brass-finishing shop is on an intermediate floor at the upper end of the west bay, and has been opened only during the past three or four months. It is approached by a flight of stairs at the extreme corner of the engine and fitting shop. Between fifty and sixty men are constantly employed in working on the many brass fittings and appliances which go towards the building or repairing of a ship. The place, which is kept beautifully clean, is a pattern which might well be copied, although in this respect it should be mentioned that all the shops belonging to the company present a smart and businesslike appearance. Another, and a very important building, is the smithy, divided into three bays, each 31 feet wide and 200 feet long. It is a weird scene on busy days when close upon seventy fires are roaring and nearly as many anvils are ringing in the rhythmic stroke of hammers. There is also a forging furnace, several cranes and half a dozen steam hammers. Adjoining this building, and occupying about as much floor area, is the forge and large hammers—one of ten tons, one of five and one of three. The 10-ton hammer, which is one of Rigby's patents, after having been erected and successfully put to work was damaged in July last year by the falling of several thousand tons of earth and boulders from the hill immediately behind the forge. This has all been cleared away, the hammer is again in working order, and the hill-side cemented from top to bottom. In this building, besides the hammers, there are four steam cranes—one to lift 25 tons, two of 15 tons and one of five tons—two open hearths and three puddling furnaces. The shop devoted to foundry work is particularly interesting, although one has to be constantly on the alert for stray sparks which fly in all directions when the molten iron or brass is emptied from the ladles into the moulds. In one corner, may be, the finished mould is being artificially dried, while in another an anchor, propeller or cylinder, in a liquid state is cooling in the sand. There are two hydraulic cranes on the wall and three steam cranes in other parts of the building. Away across the yard is the pattern room, where many men are employed making patterns and afterwards seeing that they are properly docketed and placed in the store room adjoining the building. Three wood turning lathes, a circular saw and driving engine are in constant use in the manufacture of the numerous odd-looking patterns. The boiler makers department is well worth a visit if one can stand the constant rattle of hammers. There are several interesting machines to be seen there, including powerful punching and shearing machines and hydraulic riveters. Turning back again, one may notice a building in the course of re-erection by the side of the engine and fitting shop. This was part of the old engine shop, and is to be used in connection with the electric drive for the engine works, and for lighting the yard and docks, and driving machines and tools. Two new boilers, which have been on the premises for several months past, have been satisfactorily tested and placed in the power house, and the engines, dynamos, electric motors and condensing plant are now ready to be laid down. In another building close by are a couple of noisy machines for working the hydraulic and compressed air installations which have been considerably augmented of late by the addition of new tools, such as caulkers, riveters and drills. In the shipwrights' department is a steam saw mill with many circular, vertical and band saws, and also a complete plant of wood-working machinery of the most modern and improved type. An up-to-date galvanizing plant by electrical deposit has been laid down, and the largest class of work can be executed. By the side of this building is the coppersmith and plumb line department, and in other parts of the yard are the stores for diving apparatus, wrecking gear, fire engine appliances, oakum, and paint. Then, of course, there are the pumping engines for emptying the docks; the modelling room where a design is miniature of every craft built by the company is kept; the huge crane reaching its long arm far above the waters washing against the sea wall, and capable of lifting a weight of 75 tons; the reading and billiard room placed at the disposal of the employees and the row of bright model dwellings built by the company for their foremen. Many minor shops might be described if space and time permitted, and an interesting story could be written by going more into detail in regard to the working of this important industrial concern, which, unlike the rest of the property of the Company, has been and still is in course of development. Extensions are being made in all directions to meet the growing requirements of the place and deal with increasing tonnage with the utmost rapidity.

Mr. Reginald Tower, formerly H. B. M. Minister Plenipotentiary in Bangkok, was appointed secretary of the Alaska Boundary Commission sitting in London. He was in residence for two months at Munich before returning to London.

HIS MAJESTY'S BIRTHDAY.

In accordance with the provisions of the Holidays Ordinance His Excellency the Governor has been pleased to direct that Monday, the 9th November, shall be observed as a public holiday throughout the Colony in celebration of the anniversary of the birthday of His Most Gracious Majesty King Edward VII. The Police Magistrates' department is excluded from the operation of the ordinance.

RUSSIAN STRENGTH IN MANCHURIA.

Wild reports about the overwhelling numbers of Russian troops in various parts of Manchuria are constantly appearing in print. The following are the true returns:

Infantry. (The third Rifle Army Corps of Eastern Siberia consisting of four regiments)	8,000
Cavalry. (One company of the 1st regiment of Chichinsky, Trans-Baikal, Cossack Army Corps of Siberia)	150
Artillery. (One battalion of the Foot Artillery of Eastern Siberia)	1,200
Engineers. (One company of Kwantung Engineers)	300
Fortress Artillery in Batteries stationed in various batteries in Port Arthur	
Two battalions of Infantry	2,000
Two battalions of Artillery	2,400
Total troops at Port Arthur	14,500

DALNY.

Infantry. (Two regiments specially detached from Manchuria)
 4,000 || Cavalry. (Three companies of the 1st regiment of Chichinsky, Trans-Baikal Cossack Army Corps of Siberia) | 450 |
| | 4,450 |

FENG HWANG-CHENG.

Horse Artillery. (One company of Cossack Horse Artillery, Liaoyang).

Infantry. (Three companies of 2nd, 3rd and 4th companies of 15th Infantry Regiment). Together with Railway guards there are here about 2,700 men. Temporary barracks (eight in number) are now in course of erection. One building is 84 feet long and 22 feet wide.

MOUKDEN.

About 20 Railway guards at the railway station and in the city under a commissary, about 30 cavalry, and 35 men as guard to the Consulate and another 35 for Post and Telegraph office—total 100 Cossacks. Besides these there are a few attendants on the military officers and 150 mounted Chinese bandits under Russian command.

In the city of Moukden there are the buildings of the Russo-Chinese Bank, the Electric Company, and the Timber Felling Company. There are 150 official residences for Russian officials.

KIRIN.

16th Infantry Regiment
 2,000 || 7th Company of 1st Army Corps of East Siberia Artillery | 300 |
The 2nd Company of Horse Artillery	300
Guards of Consulate (Cavalry)	40
	2,640

KWANCHENG TZO.

Only a few cavalry with 20 Railway guards.

HARBIN.

A mixed Army Corps is stationed here, the total number of troops being 8,000, consisting mostly of Artillery and Cavalry, and only very few infantry. The Russians say 150,000 soldiers are coming from Europe, but no credit is given to the story. Residents include about 30,000 Russians, 40,000 Chinese, 2 French, 40 Americans, 40 Indians, 200 Koreans and 1,000 Japanese.

KUNGLIN.

Here is stationed the 51st Company of Infantry; 20 Railway guards. 47 Japanese live here. The stations, and barracks are very large being next in size to those at Liaoyang and far better than at Harbin.

TRIHLIN.

About 300 Railway guards and one company of artillery.

TSIHAR.

The 20th Infantry Regiment
 2,000 || The 2nd company of 2nd Artillery Army Corps of East Siberia | 300 |
| | 2,300 |

NINGUTA.

The Amur Cossack Cavalry Regiment, (one battalion of the 18th Regiment of the Infantry withdrawn.)

KHAILAR.

The third Reserve Infantry battalion.

YINGKAO.

The 3rd company of Artillery Army Corps of Eastern Siberia.

The above are the Russian troops in occupation of Manchuria at the moment along with 10,000 railway guards.

The Russian official returns of the number of the *Czar's* troops in Manchuria and Vladivostok is as follows: and is only slightly different from the figures we give above, which are more reliable.

Port Arthur and Dalny	20,000 to 25,000
Liaoyang	8,000
Harbin	4,500
Feng Hwang-cheng	800
Antung-hsien	200
Nikolsk	30,000
Chita	20,000
Vladivostok	7,000
Kirin	2,000
Railway Guards of Chinese Eastern Railway	10,000
Total	about 110,000

An Edinburgh correspondent writes:—A valuable seam of steam coal, available for Naval purposes, has been struck on the Glencairn Colliery, Fifeshire, about two miles from Rosyth, the new Naval base. The discovery is of great importance. A steamer with a cargo of the coal was recently loaded at Methil for export to the Admiralty.

VICTORIA JUBILEE HOSPITAL.

OPENING CEREMONY.

A notice appears elsewhere in this issue over the signature of the Honorary Secretary (the Hon. W. Chatham) to the effect that the Jubilee Committee invite subscribers to the Jubilee Fund and the public to be present at the opening of the Victoria Jubilee Hospital, Barker Road, the Peak, by His Excellency the Governor on Saturday, the 7th November, at 4.30 p.m.

COMMERCIAL.

WEEKLY SHARE REPORT.

In their report, dated 30th inst., Messrs. Benjamin, Kelly and Potts state:—

There is no improvement to speak of since we wrote last and beyond a depreciation in the value of Indo-Chinas, rates generally remain much the same. The settlement, both here and in Shanghai, has passed off very well.

Banks.—Hongkong and Shanghai Banks have been negotiated at \$630. The London rate has further declined, the latest wire from home quoting the stock at £61. Nationals are in demand at \$28.

Marine Insurance.—Unions have been done and close with further buyers at \$49. China Traders have been taken off the market at \$60 and more shares can be placed. Yangtses and Cantons are quiet at quotations, and North Chinas are on offer at \$15.25.

Fire Insurance.—There is no change to report in either stock under this heading.

Shipping.—Hongkong, Canton and Macao Steamboats have again been booked at \$31. Indo-Chinas have depreciated to \$77, at which rate shares are procurable. There are inquiries for Douglas Steamships at \$30, and China and Manilas have been bought at \$19. Shell Transports are in the market at \$19. Taku Tugs have weakened and are to be had at \$15.36. Shanghai Tugs are steady at \$15.55 for the ordinary and \$15.50 for the preference shares.

Refineries.—China Sugars have changed hands at \$96. Luzons are without business at \$10.

Mining.—Punjoms are quoted at \$14. Raubs have been placed to some extent at \$8. The accounts of the Chinese Engineering and Mining Company, Limited, for the year ending 28th February last show a profit of \$121,533. After making provision for bad debts, and deducting expenses and interest on debentures, there remains a credit balance of \$76,671, out of which it was decided to pay a dividend of 5 per cent. on the capital, or one shilling per share, absorbing £50,000—to set aside for depreciation the sum of £20,000 and to carry forward the balance of £6,671. Shares are quoted at \$15.65 ex dividend.

Docks, Wharves and Godowns.—Hongkong and Whampoa Docks have advanced and are in demand at \$201 after sales at the rate. Farnhams are required for \$15. 117. Kowloon Wharfs can be placed at \$86. In Hongkong Wharfs, sales have again taken place at \$15.27.

Land, Hotels and Buildings.—Hongkong Lands remain weak at \$154. Shanghai Lands are still asked for at \$15. 100. West Points have been fixed at \$52 and Kowloon Lands at \$35. Hongkong Hotels are slightly firmer with buyers at \$147. Astor House Hotels have been dealt in at \$162. Humphreys Estate have sellers at \$102 and China Providents have been parted with at \$9.

Cotton Mills.—Hongkong Cottons are wanted at \$14. The latest Shanghai quotations are:—Ewos \$15. 32 sales; Internationals \$15. 22 sales; and Laou-Kung-Mows \$15. 35 sales. Cigar Companies.—Sumatras have been done at \$15.50.

Miscellaneous.—Green Island Cements have been booked and are still wanted at \$22. A. S. Watsons have again changed ownership at \$144 and at time of closing shares are in demand at \$144. Electrics are in request at \$12 and \$64 for the old and new shares respectively. Langkats have been sold at \$15.270.

PUNJOM MINING CO., LD.

The Secretary of the Punjom Mining Co., Ltd., informs us that the result of the crushing during October is 700 tons yielding 51 ounces smelted gold; estimated value \$2,000. The small result was due to collapse of Milling power, and the worn out machinery is now being rapidly replaced. Information is just to hand that the Government have closed the Mill pending the erection of Tailing Dam. The Directors do not anticipate any great delay before the Mill re-starts.

TO-DAY'S EXCHANGE.

ON LONDON, Telegraphic Transfer	1/10 1/10
" Bank Bills, on demand	1/10 3/16
" Credits, 4 months' sight	1/10 9/16
" D'ments 4 months' sight 1/10 11/16	
ON BERLIN, (demand)	M. 1.88 1/2
ON PARIS, Bank Bills, on demand	2.33
" Credits, 4 months' sight	2.35 1/2
ON NEW YORK, Bank Bills, on demand	44 1/2
" Credits, 30 days' sight	45 1/2
ON BOMBAY, Telegraphic Transfer	138
" On demand	138 1/2
ON SHANGHAI, Telegraphic Transfer	7 1/2
" Private 30 days' sight	Dom.
ON YOKOHAMA, T.T.	8 1/2
Sovereigns, Bank's Buying Rate	\$10.03
Gold Leaf 100 touch, per tael	56.90
Bar Silver	27-13/16

OPIUM QUOTATIONS.

Yesterday's quotations are as follows:—

MALWA NEW	@ 860/900
" LAST YEAR	@ 930/990
" OLDEST	@ 1,500/1,600
PATNA NEW	@ 1,100
BENARES NEW	@ 1,095
PURBIA (PAPER)	@ 750/800

Co-day's Advertisements.

OPENING OF VICTORIA JUBILEE HOSPITAL, BARKER ROAD, THE PEAK.

THE JUBILEE COMMITTEE invite SUBSCRIBERS to the JUBILEE FUND and the PUBLIC to be present at the Opening of the above Hospital by His Excellency the Governor on SATURDAY, the 7th November, at 4.30 p.m.

W. CHATHAM, Honorary Secretary. Hongkong, 31st October, 1903. [13148]

MADAM FLINT & CO.

IMPORTERS OF FRENCH

MILLINERY AND DRESSMAKING.

MATERIAL ACCEPTED AND DESIGNED during the Summer Months.

PRICES MODERATE

CONNAUGHT HOTEL: Rooms 4 and 5.

Hongkong, 1st October, 1903. [13130]

FOR KOBE, NAGASAKI AND WLAJWOSTOCK.

THE Steamship

"KOWLOON," Captain Stehr, will be despatched for the above Ports, on FRIDAY, the 13th November, at 5 P.M.

For Freight or Passage, apply to HAMBURG-AMERIKA LINIE, Hongkong Office. Hongkong, 31st October, 1903. [13120]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"FORMOSA," FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 3 P.M. TO-DAY.

Goods not cleared by the 6th November, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee, and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent. Hongkong, 31st October, 1903. [13120]



THE POPULAR SCOTCH IS "BLACK & WHITE"



JAMES BUCHANAN & CO. SCOTCH WHISKY DISTILLERS. By Appointment to H.M. THE KING and H.R.H. THE PRINCE OF WALES

Supplied at all the LEADING CLUBS and HOTELS, and to be obtained from LANE, CRAWFORD & CO., Queen's Road Central. [13120]

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL	"OANFA"	On 5th November.
GLASGOW and LIVERPOOL	"ULYSSES"	On 7th November.
GLASGOW and LIVERPOOL	"ACHILLES"	On 14th November.
GLASGOW and LIVERPOOL	"POLYPHEMUS"	On 21st November.
GLASGOW and LIVERPOOL	"PELEUS"	On 28th November.
GLASGOW and LIVERPOOL	"DARDANUS"	On 5th December.
GLASGOW and LIVERPOOL	"YANGTZE"	On 12th December.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON and ANTWERP	"TANTALUS"	On 10th November.
MARSEILLES and LIVERPOOL	"NINGHONG"	On 18th November.
LONDON and ANTWERP	"HYSON"	On 24th November.
MARSEILLES, LONDON and ABERDEEN	"ACHILLES"	On 8th December.
LIVERPOOL	"PROMETHEUS"	On 15th December.
MARSEILLES, LONDON and ABERDEEN	"DARDANUS"	On 22nd December.
MARSEILLES, LONDON and ABERDEEN	"DARDANUS"	On 5th January.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and	"OANFA"	On 7th November.
NAGASAKI, KOBE and YOKOHAMA	"PELEUS"	On 30th November.
S.S. "DEUCALION" left Victoria, B.C., 28th Oct. for Yokohama, Kobe and Hongkong.		

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 31st October, 1903.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
KOBE	"TSINAN"	3rd November.
NINGPO and SHANGHAI	"KANSU"	5th "
MANILA	"SUNGKIANG"	11th "
MANILA	"TSINAN"	16th "
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TSINAN"	16th "

The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivaled table. A duly qualified Surgeon is carried.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 31st October, 1903.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 7th Nov., at 10 A.M.
RUBL	2540	R. W. Almond	MANILA (DIRECT)	SATURDAY, 14th Nov., at 10 A.M.
PERLA	1980	J. McGinty	MANILA, ILOILO & CEBU.	WEDNESDAY, 4th Nov., at 4 P.M.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.
GENERAL MANAGERS.

Hongkong, 31st October, 1903.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

FOR

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail
"INDRAPURA"	4,899	A. E. Hollingsworth	Nov. 14, 1903.
"INDRASAMHA"	5,197	W. E. Craven	Dec. 14, "
"INDRAVELLI"	4,899	J. P. Craven	Jan. 14, 1904.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

OSAKA SHOSHEN KAISHA

PROPOSED SAILINGS—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR FOCHOW*	"ANPING MARU"	J. Goto	SUNDAY, 1st Nov.
FOR ANPING*	"MAIDZURU MARU"	K. Akashi	TUESDAY, 3rd Nov.
FOR TAMSUI*	"DAIGI MARU"	T. W. Groves	WEDNESDAY, 4th Nov.
FOR TAMSUI*	"DAIJIN MARU"	T. Ogata	

* VIA SWATOW and AMOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a duly qualified doctor is carried.

All steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.

Steamers will go alongside the Co's. Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

By the Co's steamers for Shanghai, through Bills of Lading issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA's steamers from Shanghai.

For Freight, Passage and further information, apply at the Co's Local Branch Office, at No. 8, Des Voeux Road Central.

T. ARIMA, Manager.

Hongkong, 28th October, 1903.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG-MANILA.

REDUCED SALOON PAS-
SAGE MONEY.

SINGLE, \$20. RETURN, \$36.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivaled Table. Duly qualified Surgeon carried. BUTTERFIELD & SWIRE, Agents.

Hongkong, 8th July, 1903.

STEAM TO CANTON.

THE Splendid New Steel Twin Screw Steamer

"KWONG CHOW,"

1,474 Tons, Captain Walker, leaves HONGKONG for CANTON at 8.30 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days leaving CANTON at 5 P.M. Unexcelled Accommodation for First Class Passengers. Ship lighted throughout by Electricity.

Passage Fare, \$4 Single Journey. Meals \$1 each.

The Company's Wharf is West of the Hongkong Harbour Master's Office.

SHIU ON S.S. CO., LTD.

No. 8, Queen's Road West.

Hongkong, 30th May, 1903.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"

Captain SAMUEL BELL SMITH.

DEPARTURES from Hongkong, on Week Days, at 7.30 A.M.; on Excursion Sundays, at 8.30 A.M.; from Macao, Week Days at about 2 P.M. and Sundays about 7.30 P.M.

FARE—(Week Days) 1st Class (including cabin and servant), \$3; Return Ticket, \$5. 2nd Class, \$1; 3rd Class, 50 cents.

On Excursion Sundays, 1st and 3rd Class Single Ticket, \$2; Return Ticket, \$3. Return Ticket including Tiffin and Dinner either on Board or at Macao Hotel, \$5. On Sundays, \$5 extra will be charged for each cabin with accommodations for two or more passengers.

WHARF—At the Western end of Wing Lok Street.

The Steamer runs an Excursion Trip EVERY SUNDAY. It takes only 3½ hours to reach Macao.

MING ON & CO.,

2nd Floor, No. 16, Victoria Street.

Hongkong, 7th September, 1903.

FOR CHEMULPO, DALNY AND PORT ARTHUR.

(Calling at SHANGHAI).

THE Steamship

"PRONTO,"

Captain Grand, will be despatched for the above Ports, TO-MORROW, the 1st November, at Daylight.

For Freight or Passage, apply to HAMBURG-AMERIKA LINE, Hongkong Office.

Hongkong, 21st October, 1903.

TOYO KISEN KAISHA

MANILA LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivaled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship.	Captain.	Tons.	Sailing Date.
ROSETTA MARU	H. S. Smith	3,876	THURSDAY, 5th November, at 11 A.M.
ROHILLA MARU	Ernest Bent	3,869	TUESDAY, 10th November, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

Hongkong, 31st October, 1903.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EMPIRE,"

Captain P. T. Helms, will be despatched for the above Ports, on WEDNESDAY, the 18th November, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 21st October, 1903.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT).

Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEDZ and FORT SAID.

(Taking Cargo at through rates to the BRAZIL, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"NIPPON,"

Captain Klausberger, will be despatched for the above on FRIDAY, the 20th November, P.M.

For Information as to Passage and Freight apply to SANDER, WIELER & Co., Agents.

Prinze's Building.

Hongkong, 26th October, 1903.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"THALES,"

Captain Robson, will be despatched for the above Port, TO-MORROW, the 1st November, at Daylight.

For Freight or Passage, apply to DOUGLAS, LAPRAIK & Co., General Managers.

Hongkong, 31st October, 1903.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1903.

"KURDISTAN" About 31st Oct.

"RICHMOND CASTLE" 10th Nov.

"ORON" 19th Nov.

"ORO" 1st Dec.

"LOWTHER CASTLE" 12th Dec.

"SIKH" 22nd Dec.

For Freight and further information, apply to DODWELL & Co., LIMITED, Agents.

Hongkong, 26th October, 1903.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"CATHERINE APCAR"

Captain A. Stewart, will be despatched for the above Ports, on TUESDAY, the 3rd November, at 3 P.M.

For Freight or Passage, apply to DAVID SASSOON & Co., LIMITED, Agents.

Hongkong, 28th October, 1903.

CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.

司公限有船輪華中

FOR MOI, KOBE, YOKOHAMA, MANZANILLO, MEXICO AND SAN FRANCISCO.

THE Steamship

"CHINGWU,"

Captain Parkinson, will be despatched for the above Ports, on WEDNESDAY, the 4th November, at Noon.

For Freight, apply at the Company's Offices, No. 20, Des Voeux Road.

J. S. VAN BUREN, Superintendent.

Hongkong, 9th October, 1903.

THE AMERICAN ASIATIC STEAMSHIP COMPANY.

STEAMSHIP SERVICE FOR NEW YORK VIA THE SUEZ CANAL.

THE Company's Steamship

"HERMISTON,"

Captain W. T. Bain, will be despatched for the above on or about WEDNESDAY, the 18th November.

For Freight, &c., apply to SHEWAN, TOMES & Co., General Agents.

Hongkong, 22nd October, 1903.

Intimations.

A WONDERFUL DISCOVERY.

This is the result of research and experiment, when all nature, so to speak, is harnessed by the scientific for the comfort and happiness of man.

The discovery of this remedy is a most important one, and among the—by no means least important—discoveries in medicine since the time of Hippocrates.

This preparation is unquestionably one of the most beneficial and reliable remedies ever discovered, and has, we understand, been used in the Continental Hospitals by Ricord, Rostan, Velpeau, Malgaigne, the well-known Surgeons, and indeed by all those who are regarded as authorities in such matters, including the celebrated Lallemand and Roux, by whom it is worthy the attention of those who require such a remedy.

We think there is no doubt that from the time of its introduction, a potent agent in the removal of these diseases has been found, and that the discovery of this remedy is a most important one, and among the—by no means least important—discoveries in medicine since the time of Hippocrates.

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We think there is no doubt that from the time of its introduction, a potent agent in the removal of these diseases has been found,

Shipping.

Arrivals.
Loongmoon, Ger. s.s., 1,245, Schultz, 31st Oct., Canton 30th Oct., Gen.—S. & Co.
Choyang, Br. s.s., 1,424, Roope, 31st Oct., Canton 30th Oct., Gen.—J. M. & Co.
Saxonia, Ger. s.s., 3,316, Brehmer, 31st Oct., Shanghai 28th Oct., Gen.—H. A. L.
Anping Maru, Jap. s.s., 1,053, Goto, 31st Oct., Foochow 27th Oct., Amoy and Swatow 30th, Gen.—O. S. K.
Formosa, Br. s.s., 1,615, Snow, 31st Oct., London 19th Sept., and Singapore 25th Oct., Gen.—P. & O. S. N. Co.
Waterwitch, Br. surveying ship, 670, Hardy, 31st Oct., Shantung 23rd Oct.
Petchaburi, Ger. s.s., 1,375, Hillmann, 31st Oct., Bangkok 22nd Oct., Rice.—B. & S.

Clearances at the Harbour Office.

San Cheong, for Canton.
Anping Maru, for Swatow.
Pak Kong, for Macao.
Rosetta Maru, for Manila.
Tatiana, for Swatow.
Chan On, for Wuchow.
Wuchow, for Manila.
P. C. Kuo, for Swatow.
Hong Kong Maru, for Shanghai.
Wingchai, for Macao.
Hingchong, for Swatow.
Chungang, for Singapore.
Kwongchow, for Canton.
Thales, for Swatow.
Chungkong, for Kwong-chow-wan.

Departures.

Oct. 31.
Hong Kong Maru, for San Francisco.
Rohila Maru, for Manila.
Rubi, for Manila.
Hanoi, for Haiphong.
Hingchong, for Swatow.
Daijin Maru, for Swatow.
Rakamatu Maru, for Bombay.
Tara Maru, for Siam.
Roubon, for Saigon.
Kaitong, for Amoy.
Bedwin, for Manila.
Savina, for Yokohama.
Wuchang, for Hanoi.
Hingchong, for Canton.
Chungang, for Singapore.
Jury, for Singapore.

Passengers arrived.

Per Anping Maru, from Coast Ports.—Mr. F. Hyde, 18 Chinese and 1 Japanese.
Per Formosa, from London for Hongkong.—Miss Jones, Mr. and Mrs. Allen and son. For Shanghai.—Mr. D. Brand, Mrs. Tuckey, child and nurse, and Mrs. Creed. For Yokohama.—Capt. and Mrs. Yates, and Mr. Simpson. From Singapore for Shanghai.—Mr. L. Hoefel. For Hongkong.—100 Chinese.

Passengers departed.

Per Loongmoon, for Manila.—Messrs. L. Crowell, E. C. Koppel and Nello. For Nagasaki.—Mr. J. Cronin, and Mr. and Mrs. Ueno. For Kobe.—Mr. S. Yamamoto. For Yokohama.—Prof. C. Shiba, Messrs. M. Hana, K. Nakayama, C. Furuta, T. Okochi, M. Abe, and S. Nagai. For San Francisco, &c.—Messrs. F. E. Eltonhead, A. McKillop, G. Brockmann, Mrs. M. D. Theilke, L. H. G. Macfarlane, Mr. and Mrs. E. T. Robins, Misses Robbins, T. Robins, Messrs. Ng Ling, Wong Hong Ping, Cheung, Wing Fung, Fong Mon Dong, Lou Gii, Lee Go, Lee Hui, Mrs. Yee Shee and 2 infants, Mrs. Jiang Hem, Miss Chung Mou, and Mrs. Pun Shee.

Ships Passed The Canal.

Outward.—3rd October—Stigmund, 10th October—Sithonia, 20th October—Braemar, Komakura Maru, Prins Heinrich, Sumatra Maru, 24th October—Königsberg, Ponce, Merionethshire, Ajax, 27th October—Bamburgh.

Arrivals at Home.—10th October—Salacia, Badenau, Benarthy, Benlidi, Kivitschou, 12th October—Palawan, 13th October—Nestor, 16th October—Awa Maru, Verona, Kenned, 20th October—Abenga, Alesia, 24th October—Heathford, Bayern, Hector, Tonkin, 27th October—Indravadi, Arelia, 29th October—Candia.

Hongkong & Whampoa Dock Returns.

Dr. H. J. Kier, at Kowloon (Dock).
Paul Revere, at Kowloon (Dock).
Athenian, at Kowloon (Dock).
Halcyon, at Kowloon (Dock).
Hercules, at Kowloon (Dock).
Lillebonne, at Kowloon (Dock).
Tsinan, at Kowloon (Dock).
Chingwa, at Kowloon (Dock).

Vessels in Port.

Andree Rickmers, Ger. s.s., 1,020, Köhn, 29th Oct., Bangkok via Swatow 19th Oct., Rice and Gen.—A. K. & Co.
Athenian, Br. s.s., 3,883, Robinson, 21st Oct., Vancouver, B.C. 20th Sept. and Shanghai 18th Oct., Gen.—C. P. R. Co.
Atholl, Br. s.s., 3,031, Watt, 28th Oct., Sourabaya 10th Oct., Besokeie 15th, Tagal 17th, and Cheibon 19th, Sugar.—C. C. S. S. Co.
Brunhilde, Ger. s.s., 872, Selck, 4th Oct., Sourabaya 23rd Sept., Sugar.—S. W. & Co.

Catherine Apcar, Br. s.s., 1,730, Stewart, 26th Oct., Calcutta 10th Oct., Penang and Singapore 20th, Gen.—D. S. & Co., Ltd.
China, Am. s.s., 3,186, Friele, 26th Oct., San Francisco and Shanghai 23rd Oct., Mail and Gen.—P. M. S. S. Co.
Ching Wo, Br. s.s., 2,517, Parkinson, 24th Oct., San Francisco and Moji 20th Oct., Gen.—C. C. S. S. Co.
Clarke, Br. s.s., 1,103, Bendixen, 30th Oct., Canton 10th Oct., Gen.—J. & Co.
Deuteros, Ger. s.s., 1,001, Frabm, 11th Oct., Manila 8th Oct., Ballast.—S. & Co.
De Hants, Ger. s.s., 1,011, Larrsen, 23rd Oct., Manila 17th Oct., Ballast.—E. A. T. Co.
Empress of India, Br. s.s., 3,003, Marshall, 27th Oct., Vancouver 5th Oct., and Shanghai 24th, Mail and Gen.—C. P. R. Co.
Germania, German s.s., 1,714, Brunn, 27th Sept., Moji 21st Sept., Conis.—J. & Co.
Hansa, Ger. s.s., 1,202, Weidlich, 30th Sept., Saigon 25th Sept., Gen.—S. W. & Co.
Hinsang, Br. s.s., 1,536, Sawyer, 30th Oct., Tegal (Java), 20th Oct., Sugar.—J. M. & Co.
Iyo Maru, Jap. s.s., 3,918, Butler, 20th Oct., Shanghai 17th Oct., Gen.—N. Y. K.
Jelunga, Br. s.s., 3,360, Windebank, 29th Oct., Rangoon via Penang and Singapore 10th Oct., Gen.—J. M. & Co.
Kongwai, Ger. s.s., 1,115, Müllermann, 27th Oct., Bangkok 20th Oct., Rice.—B. & S.
Loosok, Ger. s.s., 1,011, Schuur, 26th Oct., Bangkok and Koh-chang 16th Oct., Rice and Wood.—B. & S.
Maria Rickmers, Ger. s.s., 1,017, Bandell, 26th Sept., Bangkok 18th Sept., and Swatow 25th, Gen.—A. K. & Co.
M. Struve, Ger. s.s., 956, Brandt, 25th Oct., Moji 19th Oct., Coals.—S. & Co.
Mongkut, Ger. s.s., 859, Götsche, 8th Oct., Bangkok 1st Oct., Rice and Timber.—B. & S.
Perla, Br. s.s., 1,287, McGinty, 29th Oct., Cebu 2nd Oct., Gen.—S. T. & Co.
Petarich, Ger. s.s., 1,251, Ahrens, 11th Oct., Sourabaya 30th Sept., Sugar.—S. W. & Co.
Pha Chom Kiao, Ger. s.s., 1,011, Reimers, 26th Oct., Bangkok 12th Oct., Rice and Wood.—B. & S.
Prima, Br. s.s., 764, Meyer, 18th Oct., Rajang (Borneo), 18th Oct., Timber and Firewood.—S. W. & Co.
Fronto, Nor. s.s., 837, Seeborg, 29th Oct., Newchwang and Chefoo 22nd Oct., Beans.—E. A. T. Co.
Fronto, Ger. s.s., 632, Grandt, 30th Oct., Canton 29th Oct., Gen.—S. & Co.
Prosper, Nor. s.s., 789, Christiansen, 25th Oct., Manila 22nd Oct., Ballast.—S. W. & Co.
Salamanca, Br. s.s., Scott, 27th Oct., Singapore 19th Oct., Gen.—B. & S.
Scotsman, Br. s.s., 1,064, Mackenzie, 12th Oct., Moji 5th Oct., Coal.—B. & Co.
Shakano Maru, Jap. s.s., 2,004, Fujita, 15th Oct., Nagasaki 9th Oct., Coal.—Jeffries & Co.
Taisang, Br. s.s., 1,544, Bradley, 30th Oct., Swatow 29th Oct., Ballast.—J. M. & Co.
Taishan, Br. s.s., 1,121, Jenkins, 20th Oct., Samarang 10th Oct., Sugar.—B. & Co.
Telemachus, Br. s.s., 1,340, Williamson, 25th Oct., Saigon 18th Oct., Rice, Meal and Gen.—Nam Wo & Co.
Teucer, Br. s.s., 1,764, Silverlock, 29th Oct., Moji 3rd Oct., Coal.—D. & Co., Ltd.
Thales, Br. s.s., 820, Robson, 21st Oct., Swatow 20th Oct., Gen.—D. L. & Co.
Tsinan, Br. s.s., 1,460, Lindbergh, 11th Oct., Australia 19th Sept., and Manila 8th Oct., Gen.—B. & S.
Undine, Nor. s.s., 1,017, Torbjönsen, 21st Oct., Manila 18th Oct., Ballast.—Order.
Victoria, Swed. s.s., 988, Hermansen, 27th Oct., Sourabaya 20th Oct., Sugar.—S. W. & Co.
Wright, Am. transport, 871, Dahlstedt, 12th Oct., Manila 8th Oct.
Wuchang, Br. s.s., 801, Somerville, 26th Oct., Hanoi 22nd Oct., Gen.—B. & S.

Sailing Vessels.

Brilliant, Br. sq., 3,669, Cowlishaw, 23rd Oct., Shanghai 16th Oct., Gen.—S. O. Co.
Helena Wyman, Am. sq., 1,521, Vanhous, 10th Aug., Singapore 1st Aug., Ballast.—Master.
Lillebonne, Am. sq., 708, Finnen, 6th Oct., Manila 18th Sept., Ballast.—D. & Co., Ltd.
Paul Rivers, Am. sq., 1,640, Whittier, 14th Oct., Manila 3rd Oct., Ballast.—Master.
Roanoke, Am. sq., 3,347, Amshury, 7th Sept., Shanghai 4th Sept., Gen.—A. K. & Co.
Rose, Br. sq., 793, Paw, 7th Oct., Fremantle 20th Aug., Sandalwood.—S. & Co.

Steamers Expected.

Vessels	From	Agents	Due
Kagoshima	Moji	N. Y. K.	Nov. 1
Yarra	Shanghai	M. M. & Co.	Nov. 2
Namsang	Singapore	J. M. & Co.	Nov. 2
Kasuga Maru	Nagasaki	N. Y. K.	Nov. 3
Ischia	C. & Co.	N. Y. K.	Nov. 3
Dingo Maru	Singapore	N. K. K.	Nov. 3
Doric	Japan	P. & A. Co.	Nov. 3
Indrapura	Sydney	B. & S.	Nov. 8
Changsha	San Francisco	P. M. Co.	Nov. 13
Nippon Maru	San Francisco	P. M. Co.	Nov. 13
Olympia	Victoria	N. P. Co.	Nov. 16
Siberia	San Francisco	P. M. Co.	Nov. 20
Tremont	Victoria	D. & Co.	Nov. 25

Post Office.

A Mail will close for—

Canton.—Per *Powun*, 1st Nov., 9 A.M.
Nantao.—Per *Tuichun*, 1st Nov., 9 A.M.
Sanbu.—Per *Hoi Fu*, 1st Nov., 9 A.M.
Macao.—Per *Wingchai*, 1st Nov., 9 A.M.
Foochow.—Per *Anping Maru*, 1st Nov., 9 A.M.
Kumchuk and Samshui.—Per *Tungkong*, 1st Nov., 9 A.M.
Canton.—Per *Kinsan*, 2nd Nov., 9:30 A.M.
Mauritius.—Per *Hansa*, 2nd Nov., 12 NOON.
Shanghai, Moji, Kobe, Yokohama, Victoria and Seattle.—Per *Iyo Maru*, 2nd Nov., 3 P.M.
Shanghai.—Per *Loongmoon*, 2nd Nov., 3 P.M.
Amoy, Swatow and Rangoon.—Per *Jelunga*, 2nd Nov., 3 P.M.
Nantao.—Per *Tuichun*, 2nd Nov., 5 P.M.
Sanbu.—Per *Hoi Fu*, 2nd Nov., 5 P.M.
Macao.—Per *Wingchai*, 2nd Nov., 5 P.M.
Canton.—Per *Hankow*, 2nd Nov., 5 P.M.
Canton.—Per *Fatshan*, 3rd Nov., 9 A.M.
Europe, &c., India, via Taitou.—Per *Yarra*, 3rd Nov., 11 A.M.
Singapore, Penang and Calcutta.—Per *Catherine Apcar*, 3rd Nov., 2 P.M.
Kobe.—Per *Tsinan*, 3rd Nov., 3 P.M.
Canton.—Per *Powun*, 3rd Nov., 5 P.M.
Canton.—Per *Hankow*, 4th Nov., 9 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Athenian*, 4th Nov., 11 A.M.
Canton.—Per *Hansa*, 4th Nov., 5 P.M.
Canton.—Per *Kinsan*, 5th Nov., 9:30 A.M.
Manila.—Per *Rosetta Maru*, 5th Nov., 10 A.M.
Ningpo and Shanghai.—Per *Kansu*, 5th Nov., 4 P.M.
Canton.—Per *Powun*, 5th Nov., 5 P.M.
Canton.—Per *Hansa*, 5th Nov., 9:30 A.M.
Canton.—Per *Fatshan*, 6th Nov., 5 P.M.
Canton.—Per *Hankow*, 7th Nov., 9 A.M.
Europe, &c., India, via Taitou.—Per *Denghai*, 7th Nov., 11 A.M.
Canton.—Per *Powun*, 8th Nov., 9 A.M.
Manila.—Per *Sungking*, 11th Nov., 3 P.M.
Europe, &c., India, via Taitou.—Per *Preussner*, 12th Nov., 11 A.M.
Straits and Bombay.—Per *Ischia*, 12th Nov., 11 A.M.
Kobe, Nagasaki and Vladivostok.—Per *Komodo*, 13th Nov., 4 P.M.
Manila, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne.—Per *Tsinan*, 16th Nov., 2 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Empress of India*, 18th Nov., 11 A.M.

PARCELS AND NEW YEAR PARCELS (via Gibraltar) for United Kingdom, posted before 3 p.m. on Friday, the 6th November, are due in London about the 12th December, and those posted before 3 p.m. on Friday, the 12th December, are due in London about the 26th December.
The following postage will be collected—
For a Parcel not exceeding 3 lbs. in weight 50 cts.
" " " " " " " " 1 lb. " \$1.00
" " " " " " " " 2 lbs. " \$1.50
With an additional 50 cts. Parcels may be sent via *Orindia* and if posted before 3 p.m. on Friday, the 10th November, are due in London about the 20th December, and those posted before 3 p.m. on Friday, the 10th November, are due in London about the 3rd January, 1904.
All Parcels containing Jewellery or any article of Gold or Silver must be insured, and all Insured Parcels must be sealed. The seals must bear the impression of a private mark.
Senders of Parcels are requested to post them a few days in advance.

VISITORS AT THE HOTELS.

KOWLOON.
Austin, Mr. Marwick, N. A.
Bowes, W. F. Musgrave, Mrs.
Carleton, C. H. Shiba, C.
Davie, N. J. Stapleton, C. R. C.
Harrison, W. B. Thomas, Claude, F.
Henry, W. D. Travers, J. L.
Manington, G. Watton, J. H.

THOMAS.
Aushom, F. V. Glenison, W. R.
Pain, J. S. S. Guerion, Mr.
Banir, H. Jaguti, Mr.
Basset, H. D. Maslowsky, Wfr.
Brusse, J. V. Rose, J. V.
Chok, Kee Ee, Condy, Mr. C. and 2
Condy, Mr. C. and 2
Corly, J. Roberts, Capt. W.
Cousidani, Mr. Rouget, E.
Grego, Mr. Wilson, Mr.
Young, L. C.

HONGKONG.

Anderson, Mr. Kempffer, E.
Barrett, H. Leggett, E. A.
Barrett, E. G. Lewis, A. R.
Barn, A. Macgowan, R. J.
Black, Mr. and Mrs. Mackie, G.
Boswell, E. A. Marriott, Dr. O.
Borthwick, Mr. and Mrs. E.
Brown, W. S. McVean, T. P.
Buck, Hart. McCall, P. B.
Cassett, Capt. E. B. & Meikle, Mr. & Mrs. E.
Clark, W. G. Miller, P. L.
Colson, F. S. Moller, Mrs. and child
Connell, J. J. Murphy, Mr. and Mrs.
Coulson, C. H. E. O.
Davies, Mrs. J. T. North, C. J.
Dawson, Mrs. & family Parfitt, J. A.
Derbyshire, J. H. Potter, A. G.
Douglas, R. Potts, W. H.
Downing, J. C. Radford, J.
Ellis, Mr. and Mrs. A. Ross, S. B. C.
Emerson, A. Scott, W.
Fisher, H. G. Simms, Mr. and Mrs.
Glover, C. Snewin, E. A.
Goetschel, L. Somerville, Geo.
Grant, A. W. Stuart, Mrs. Leslie C.
Gregg, Mr. and Mrs. Thomas, C. B.
Hall, Capt. T. T. Tonn, F.
Hayton, J. T. Wall, Mrs. L.
Hooper, Mr. and Mrs. Watkins, G. A.
Isely, Rev. J. Williams, Mr. and Mrs.
Jackman, H. T. Hannibal
Jaffi, D. Woolmer, Mr. & Mrs.
Jones, J. W. Workman, L. H.
Joseph, Mr. and Mrs. Wright, Mr. and Mrs.
Katch, E. A.

KING EDWARD.

Bott, P. Muell, Ed. (Consul for Peru)
Brighton, G. L. Reider, F. Arch.
Carter, H. B. Reid, Arch.
Casey, James. Rose, Mr. and Mrs. T.
Ehrhardt, Capt. J.
Hale, Mr. M. P. Schneeloch, Ralph H.
Hawley, Miss W. Smith, Mrs. Geo.
Hawley, Mr. and Mrs. Stephens, M. J. D.
Hawley, Mr. and Mrs. Talat, Mr. and Mrs. M. P.
Hollingworth, A. H. Vaughan, H. S.
Kynoch, Capt.

CONNAUGHT.

Adair, T. Hume, R.
Birbeck, R. J. Lee, G. E.
Boas, J. Macartney, Mr. & Mrs.
Campbell, R. E. Capt. Macfarlane, Mr. and Mrs. H.
Currie, M. D. Marston, Mr. and Mrs. L.
Devotey, Capt. O'Brien, J. P.
Donald, W. B. Tibbey, L. M.
Dufour, Mrs. H. Tyrwhitt, T.
Freymeyer, Mr. & Mrs. Whitmore, R.
Hills, S. D. Williams, W. H.
Eyre, Mr. and Mrs. H. Howard, E.

PEAK.

Ainley, G. A. Langley, Miss
Allison, A. Lambkin, Miss
Beattie, Andrew. Lambkin, Col. & Mrs.
Beattie, J. F. J.
Behn, Geo. Maitland, Mrs.
Benson, A. P. D. Major Martindale, R.
Benson, A. P. D. Major Martindale, R.
Bewley, R. A. M. C. Major McGowan, Mr. & Mrs. A. B. B.
Brown, Col. L. F. Megow, M. G.
Brusse, George. Metcalf, S. T. H.
Bunny, Miss Mitchell, Robert
Bunny, Major and Mrs. Mortimore, Miss C.
Cameron, Mr. & Mrs. Norris, R. N., Surgeon
Allan. Norton, R. H.
Chapman, Mr. & Mrs. Ollis, Mr. and Mrs. F. B.
Chichester, Maj. A. A. Ormiston, R. A., Major
Dymack, R. A., Lieut. A. and Mrs. J. W.
Ferrier, Col. and Mrs. Plant, J. Shawell
G. H. Pollock, K. C., Hon.

CRAIGIEBURN.

Crafton, R. H. Lambelle, Lieut. and
Gaskell, Mr. and Mrs. Mrs. F. W.
Harvey, Lieut. and Mrs. Michael, Mr. and Mrs.
Mrs. J. S. Sisters, (Gov. Civil
Johnston, Mrs. and (Hospital)
child. Smith, Mrs.
Helms, W. Tulloch, Capt. & Mrs.
Hug, Mrs. E. White, Miss

OCCIDENTAL.

Bains, John W. Macfarlane, Mr. and
Chandler, Lieut. F. Mrs. Harold
Diss, George A. Petersen, Mr.
Donald, W. H. Ramplin, F. S.
Gerard, J. C. Rehewald, E. B.
Hentel B. Shepherd, E. B.
Kevt, Dr. F. Sia, Elfuss, M.
Liddell, Mr. and Mrs. Stephens, H.
Lopez, Amaro. Wilkinson, R.
Lueras, Mr. Wolf, Richard De
Pezare, Lieut. T. Wolff, C.

THE SHARE MARKET.

STOCKS.	PAID UP VALUE.	LAST DIVIDEND.	TO-DAY'S QUOTATIONS.
BANKS.			
Hongkong and Shanghai Banking Corporation, Ltd.	\$ 125	Div. of £1.10/- @ 1/8 = \$18 for half-year ending 30.6.1903	\$630
National Bank of China, Ltd.	\$ 8	3/18 = \$1.96 for 1902	\$284 b.
Do. Founders.	\$ 2	None	\$10
MARINE INSURANCES.			
Union In. Society of Cien, Ltd.	\$ 100	31 per cent = \$32 per share for 1902	\$492 b.
China Traders' In. Co., Ltd.	\$ 25	16 1/2% = \$1 for year ended 30.4.1902	\$60 b.
North China In. Co., Ltd.	\$ 25	Final of £1 making £2 for 1902	Tls. 216 s.
Yangtze In. Association, Ltd.	\$ 60	20% = \$12 for 1901	\$135
Canton In. Office, Ltd.	\$ 50	30% = \$15 per share for 1902	\$175
FIRE INSURANCES.			
Hongkong Fire In. Co., Ltd.	\$ 50	\$22 1/2 per share for 1901	\$320 s.
China Fire In. Co., Ltd.	\$ 20	\$6 per share for 1901	\$90
SHIPPING.			
Hongkong, Canton, & Macao Steamboat Co., Ltd.	\$ 15	\$1 1/2 for half-year ending 30.6.1903	\$314 b.
Indo-China S. N. Co., Ltd.	\$ 10	5% = 10/- per share for 1902	\$77
China & Manila S.S. Co., Ltd.	\$ 50	10% = \$5 per share for 1900	\$19 sa.
Douglas Steamship Co., Ltd.	\$ 50	Div. of \$3 for year ended 30.6.1903	\$30 b.
"Star" Ferry Co., Ltd.	\$ 10	\$1.20 = 12% for year ending 30.6.1903	\$26 s.
"Shell" Transport & Trading Co., Ltd.	\$ 1	60 cts. 30.4.03	\$16 s.
Taku Tug & Lighter Co., Ltd.	Tls. 50	3rd Interim of 6d. for 1902	£0.19/- s.
Shanghai Tug & Lighter Co., Ltd.	Tls. 50	Interim of 2% for 1903	Tls. 36 s.
Do. Preference.	Tls. 50	Interim of 4% = Tls. 2.00	Tls. 55 sa.
Do.	Tls. 50	Interim of 3 1/2% = Tls. 1.75	Tls. 50
REFINERIES.			
China Sugar Refining Co., Ltd.	\$ 100	Fin. of \$7 making \$12 for 1901	\$96
Luzon Sugar Refining Co., Ltd.	\$ 100	\$3 per share for 1897	\$10
Perak Sugar Cultivation Co., Ltd.	Tls. 50	Fin. of 7% for year ending 30.6.02	Tls. 60
MINING.			
Punjom Mining Co., Ltd.	\$ 11	None	\$14
Société Française des Charbonnages du Tonkin	Fr. 150	Fin. of Frs. 30 making Frs. 60 for 1902	\$600 s.
Raub Australian Gold Mining Co., Ltd.	£0.18.10.	No. 12 of 1/- per share 28.1.01	\$8 sa.
Chinese Engineering & Mining Co., Ltd.	\$ 1	No. 2 of 1/- per share 26.10.02	Tls. 64 ex div.
DOCKS, WHARVES AND GODOWNS.			
Hongkong & Whampoa Dock Co., Ltd.	\$ 50	12% = \$6 for 1 year 30.6.03	\$201 b.
S. C. Farman, Boyd & Co., Ltd.	Tls. 100	Final of Tls. 8 making Tls. 15 for year ending 30.4.03	Tls. 117 1/2 b.
Hongkong & Kowloon Wharf & Godown Co., Ltd.	\$ 50	Interim of \$2 1/2 for 1903	\$86 b.
New Amoy Dock Co., Ltd.	\$ 64	\$2 1/2 for 1902	\$38
Shanghai & Hongkong Wharf & Godown Co., Ltd.	Tls. 100	Interim of Tls. 5 for 1903	Tls. 217 1/2 sa.
LANDS, HOTELS AND BUILDINGS.			
China Provident Loan & Mortgage Co., Ltd.	\$ 10	8% = 80 cents per share for 1902	\$9 sa.
Hongkong Land Investment & Agency Co., Ltd.	\$ 100	Interim of \$6 for 1903	\$154 s.
K'loon Land & Building Co., Ltd.	\$ 30	\$2.30 per share for 1902	\$35 sa.
West Point Building Co., Ltd.	\$ 50	Interim of \$1 1/2 for 1903	\$24 sa.
Hongkong Hotel Co., Ltd.	\$ 50	\$6 for first 3-year 1903	\$148
Astor House Hotel Co., Ltd. (Shanghai)	\$ 25	2 1/2% for year ending 30.6.03	\$264 sa.
Hotel des Colonies Co., Ltd. (Shanghai)	Tls. 25	6% for year ending 31.3.03	Tls. 14
Humphreys Estate & Finance Co., Ltd.	\$ 10	9 per cent. for 1902	\$104
Shai Land Investment Co., Ltd.	Tls. 50	Interim of 6% for 1903	Tls. 100 b.
COTTON MILLS.			
Hongkong Cotton Spinning, Weaving & Dyeing Co., Ltd.	\$ 10	{ Final of 60 cents, making \$1 for 1902/1903	\$144 b.
Ewo Cotton Spinning & Weaving Co., Ltd.	Tls. 50	3% for period ended 31.10.97	Tls. 32 1/2 sa.
International Cotton Manufacturing Co., Ltd.	Tls. 100	Interim of 3% on account of 1898	Tls. 22 1/2 sa.
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	Tls. 100	Interim div. of 4% on acct. of 1898	Tls. 35 sa.
Soy Chee Cotton Spinning Co., Ltd.	Tls. 500	4% for period ended 31.12.00	Tls. 200
CIGAR AND TOBACCO COMPANIES.			
Alhambra, Ltd.	\$ 500	25% for year ending 30.6.1900	\$250
Philippine Tobacco Trust Co., Ltd.	\$ 50	None	\$15 sa.
Shanghai Sumatra Tobacco Co., Ltd.	Tls. 20	Interim of Tls. 3 per share	Tls. 504 sa.
MISCELLANEOUS.			
Green Island Cement Co., Ltd.	\$ 10	12% = \$1.20 per share for 1902	\$224 b.
China-Borneo Co., Ltd.	\$ 12	First year	\$94 s.
A. S. Watson & Co., Ltd.	\$ 10	Interim of 5% for 1902	\$144 b.
Atkins, Ltd.	\$ 10	\$1 per share for 1902	\$8 s.
Hongkong Electric Co., Ltd.	\$ 10	90 cents for year ending 30.4.1903	\$12 b.
Hongkong Electric Co., Ltd.	\$ 5	45 cents for year ending 30.4.1903	\$61 b.
Hongkong & China Gas Co., Ltd.	\$ 10	10% div. and 1% bonus for 1901	\$140 b.
Hongkong Rope Manufacturing Co., Ltd.	\$ 50	\$10 for 1902	\$145
Yee Koo Fong & Co., Ltd.	\$ 25	15 per cent = \$3.75 for 1902	\$47 1/2
Hongkong Ice Co., Ltd.	\$ 25	Interim of \$4 for 1903	\$250 s.
Hongkong High-Level Tramways Co., Ltd.	\$ 100	\$18 for year ending 31.11.1902	\$320
Wai Yee Farm Co., Ltd.	\$ 6	75 cents for year ending 31.7.1902	\$13 1/2 b.
Hongkong & China Bakery Co., Ltd.	\$ 50	3 per cent = \$1 1/2 for 1902	\$40
Campbell, Moore & Co., Ltd.	\$ 10	Div. of \$2 1/2 for 1902	\$40 s.
Asbestos Eastern Agency, Ltd.	£0.12.6.	\$5 1/2 s.
Asbestos Oriental Agency, Ltd.	\$ 4	90 cents } for year ending 31.5.03	\$9 b.
Do. Founders.	\$ 10	\$29.70 }	\$210 b.
Hongkong Steam Water-boat Co., Ltd.	\$ 10	Interim of 6%	\$15 1/2 b.
China Light & Power Co., Ltd.	\$ 20	None	\$5 b.
Robinson Piano Co., Ltd.	\$ 50	5% = \$2 1/2 for half-year 1902	\$50
Amila Investment Co., Ltd.	\$ 50	None	\$15 b.
William Powell, Ltd.	\$ 10	\$1 for year ended 30.6.1903	\$9
Boesch & Co. (Schappell) tot Mijn, Bosch en Looijew exploitatie in Langkat, Limited	Guilders 100	{ 1st Interim Dividend of Tls. 7 1/2 paid 15.9.1903	Tls. 270 sa.
Shanghai & Hongkong Dyeing and -Cleaning Co., Ltd.	\$ 50	First year	\$50
Telegraphic Address—"Rialto."		BENJAMIN, KELLY & POTTS,	
Telephone No. 148, P. O. Box No. 111.		Share Brokers.	

HIGH CLASS
GENTLEMEN'S
OUTFITTERS.

EVERYTHING

UP TO DATE.

28, Queen's Road.

WILLIAM POWELL, LTD.,



28 & 34, QUEEN'S ROAD CENTRAL,
HONGKONG,

GENERAL DRAPERS & HIGH CLASS
DRESS-MAKERS.

HIGH CLASS
GENTLEMEN'S
OUTFITTERS

FAMED FOR

SHIRTS.

28, Queen's Road.

DRESSMAKING DEPARTMENT.

Ball Dresses, Bridal Gowns, In and Outdoor Costumes, Riding Habits, Cycling Skirts, Tea Gowns, etc.

CUT, FIT, AND STYLE GUARANTEED.

Ladies' own materials made up. This Department is under the direct supervision of a Highly Qualified English Dressmaker. Customers living at Coast Ports or inland who are unable to call for fitting should send for patterns and estimates, which will be promptly forwarded free of charge. When ordering, always send a well-fitting dress as pattern, so that we may get the exact measurements and insure perfect fit without unnecessary delay. If customer is not on our books, a deposit of at least half the amount of estimate is required on placing all making up orders; balance before delivery.

PARISIENNE MILLINERY.

A large selection of the latest French and English creations always arriving. Also a large stock of Plain and Fancy Straw Hats, Trimmed to order under European supervision.

DRESS GOODS.

Tweeds, Serges, Meltons, Freizes, Hopsacks, and full range of Fancy Dress Materials, always on hand.

GLOVES.

Black, Tan, White, and Beaver Kid and Suede Gloves stocked from September to end of February. Silk and Cotton in stock throughout the year.

HOSIERY.

Ladies' and Children's Summer Cotton, Cashmere, and Lisle Thread Hose, Children's White and Colored Socks. Ladies' Openwork and Embroidered Cashmere, Spun Silk, and Cotton Hose (Tan and Black and Colors).

SILKS AND SATINS.

Undoubtedly the very best stock in the Far East, and includes English and French Silks and Satins in all makes and colors, Rich Broches, Bengalines, Peau de Soies, Glacés, Foulards, Chenes; Moirés, Satin Merveilleux, Silk Duchesse, etc., etc.

CHIFFONS AND GAUZES.

Accordion pleated Chiffons in all widths. Plain Chiffons and Gauzes, Crepe de Chine, Satin Chiffon Cloth, Bridal Net, Embroidered Dress Nets, and Gauzes in great variety.

RIBBONS.

Black, White, and Colored, Plain and Fancy Ribbons, in all widths and qualities.

LACES.

Guipure, Torchon, Valenciennes, Paris Laces and Insertions, including all the newest makes on the market. Splendid selection of new Lace Ties, Collars, and Robes, direct from the best French houses.

LADIES' UNDERCLOTHING.

Wool Combinations, Silk and Wool Vests, Cholera Belts, White Cotton Vests, Nainsook Chemises, Knickers, Night Dresses, Camisoles, Combinations, Bath and Dressing Gowns, etc.

BOOTS AND SHOES.

Stocked in English and American shapes. An entirely new stock will shortly arrive. It includes all kinds of the best makes in ladies' and children's smart Footwear.

CORSETS.

In the following makes:—Madam Leider, Prima Donna, The Model straight-fronted, V. and N. Cycling.

THE SANAKOR.

A new and thoroughly up-to-date high class corset in rich brocade.

THE RIBBON CORSET.

Ideally Cool for the East; this corset is made up of bands of thick ribbon or petersham, fitting below the bust yet affording perfect support.

UMBRELLAS AND SUNSHADES

With natural or fancy handles, silk lace and chiffon covers in the latest fashions.

HOUSEHOLD LINEN DEPARTMENT.

All kinds of Bed and Table Linen stocked, Calicoes, Long Cloth Shirtings, Prints, Oxford Shirtings, Flannels and Flannel-ettes in large variety.

LININGS.

We hold a full range of Dressmakers' Linings and Sundries: Sateens, Linenets, Seilcias, Black, Hacks, &c.

WM. POWELL, LTD.,

DRAPERS.

MORE NEW GOODS.

DAINTY FANS, PURSES,
CHATELAINE BAGS.
SILK AND FLANNEL BLOUSES.

DENTS GLOVES.

CHIC NECKWEAR.

NEW VEILINGS.

LACE STOLE.

WINTER JACKETS.

GENTLEMEN'S

Dancing Pumps, Dress Shirts,

Gloves and Ties.

SMART HIGH GRADE BOOTS.

30 different shapes and kinds,

Perfect Style and Finish.

The Best is always the Cheapest.

TRIMMINGS

Of every Description. Rich Silk Appliques Silk and Motifs in floral designs. Pearl, Jet, and Bead, Silk Braid, Sequins on Net, Silk on Lace. The latest Wool Trimmings and others too numerous to mention.

JACKETS AND FURS.

Heavy winter Jackets, Stylish Golf Capes, Handsome Fur Coats, Capes and Jackets for travellers, Opera Cloaks and Wraps. Light Summer Rain and Dust Cloaks.

VELVETS, VELVETEENS,

Feather and Fur Boas, and Light Silk Chiffon, Lace and Net Ruffles and Facinators.

BED AND BEDDINGS

Single and Double beds, Camp, Air, and Chair beds. Infants' Cots. Hair, Flock, Feather, Rattan, and Spring Mattresses. Bolsters, Pillows, Cushions, etc., in stock or made to order.

CURTAINS.

Cream or White Lace in all lengths; also in Tapestry, Rep, Crettonne, and Chinelle.

TABLE COVERS

In all the newest designs and makes.

CARPETS.

Axminster, Brussels Tapestry and Kidderminster Carpet Squares in various qualities. Prices up to \$300.

QUILT AND BLANKET DEPT.

Silk-covered Eider Down and White and Colored Quilts. White, Scarlet, and Colored Blankets and Rugs. Silk, Velvet and Tapestry Cushions.

IRONMONGERY.

Standard, Table and Hanging Lamps, Coal Scuttles and Boxes, Fenders, Fire Irons, Cooking and Heating Stoves, Ranges, Fire Guards, China and Glass, Glazed Tiles, etc., etc.

HOUSE KEEPERS' SUNDLIES.

Brooms and Brushes, Domestic Soaps, Black Lead, Knife Powder and Boards, Butter Pats, Rolling Pins, Mouse and Rat Traps, Washing Boards, Mops, etc., etc.

DOMESTIC.

Zinc Scullery Baths, Bedroom, Hip and Sponge Baths, Enamelled Kitchen Ware, Electro Plate, including a large Stock of Cruets.

GAMES:—CRICKET, TENNIS, CROQUET, FOOTBALL, PING PONG.

A large selection of Indoor Games, Hoop La! Dominoes, Chess, Draughts, Children's and Adults' Table Games stocked.

TOYS.

We keep every kind of Toy all the year round, from Tin Engines at 15 cts. to Magnificently Modelled Real Skin Horses at \$40; or a Cinematograph.

DOLLS.

Stone, Rag, Kid, Celluloid, etc. Dressed and Undressed.

FANCY LEATHER GOODS

For Presents, Silver, Ebony and Ivory Manicure Sets.

OVERMANTLES AND MIRRORS,

Handsome Gilt, White and Gold, or Walnut Frames, etc., etc., with bevelled glass, English-made.

GARDEN TOOLS.

Iron, Wire and Rubber Door Mats.

TRUNKS.

Cabin, Overland and Storage Trunks. Steel, Compressed Fibre, Millboard, Willesden Canvas, Solid, Leather, etc.

LADIES' HAT BOXES

In various makes, Hand Bags, Portmanteaux, Suit Cases, Gladstone Bags, Rug Straps, Cash and Deed Boxes.

SEWING MACHINES.

Jones' Famous Hand and Treadle Machines famous throughout the East.

CHILDREN'S OUTFITTING.

In all its Branches.

R. G. HECKFORD
MANAGER.

October 24th.